## SECTION II NM 43/04

## NAVIGATION PUBLICATIONS

### SAILING DIRECTIONS CORRECTIONS

PUB 148 7 Ed 2001 LAST NM 41/04

Page 134—Line 50/L to Page 135—Line 2/L; read:

**7.10 Progreso** (21°17'N., 89°40'W.) (World Port Index No. 9510) is the most important port on Peninsula de Yucatan.

**Winds—Weather.**—The prevailing winds are from the NE to SE. Northers occur between October and March.

**Tides—Currents.—**The current sets to the W. The tidal range is 0.4m.

**Depth—Limitations.**—In the approach to the port from the N, vessels will pass through a dredged channel, with a depth of 11.6m, extending 4 miles N of Terminal Remota.

Terminal Remota has been reported (2004) to have seven berths protected by an artificial island. Berths No. 3, 4, and 5 have an alongside depth of 7.8m. Berths No. 6 and 8 are Pemex tanker docks and have an alongside depth of 11.6m. The Cruise Ship pier has two berths, with an alongside depth of 11.6m.

Muelle Fiscal is on the causeway about 1 mile from shore. It is 204m long and has an alongside depth of 4.9m.

Pino Suarez Pier, close W of the root of the causeway, is lighted and has an alongside depth of 2.7m.

A turning circle, marked by lighted buoys, has been established for vessels approaching the berths at Terminal Remota.

**Aspect.**—A lighted causeway and pier about 3 miles long runs from Terminal Remota to the shore just N of Progreso Light. Terminal Remota is marked by lights, one of which has a racon.

When approaching Progreso, a square tower, 18m high, stands close W of the lighthouse. East of the town, and somewhat detached from it, is a large square building close to the coast and partly surrounded by trees. The town itself appears as a group of low gray or white buildings. The piers, together with the warehouses on them, are prominent.

**Pilotage.**—Pilotage is compulsory for vessels going alongside the pier or shifting anchorage. Pilots are available 0800 to 1800 Monday through Friday and 0800 to 1300 on Saturday.

For vessels with a draft 7m or greater, pilots board 1 mile N of the fairway buoy at the entrance to the dredged channel, about 4 miles N of Terminal Remota. If a vessel has a draft less than 7m, the pilot boards about 1 mile NW of Terminal Remota.

Vessels of less than 7m draft may use the close outside W edge of the dredged outer channel to reach the inner pilot boarding area if it is busy. Shallow draft vessels may also use this W edge of the dredged channel when departing.

**Regulations.**—Vessels should provide an ETA at least 24 hours in advance of arrival.

**Signals.**—Storm signals are displayed from a flagstaff near the lighthouse.

**Anchorage.**—Good anchorage can be taken 1.5 miles NW of the entrance buoy, in depths of 9 to 15m, by vessels with drafts up to 6.1m. Vessels with drafts of 4.8m or less can

anchor 2.5 miles NW of Terminal Remota, in a depth of 6.4m.

**Caution.**—Due to the dumping of construction material, mariners are cautioned to avoid the N side of Terminal Remota and the E and W sides of the mole, as shown on the chart. A dangerous wreck lies about 1 mile NNW of Progreso Light.

(BA NM 37/04)

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PUB 163 8 Ed 2002 LAST NM 41/04

Page 245—Line 5/L; insert after:

**Bontang Coal Terminal** (0°02'N., 117°31'E.) extends about 1 mile ENE from a position just N of Tanjung Meranggas. The berth was reported (1997) to have 14.5m of water alongside. Leading lights mark the approach to the jetty.

(BA NM 36/04, Section IV)

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#### COAST PILOT CORRECTIONS

COAST PILOT 2 33 Ed 2004 Change No. 17 LAST NM 38/04

Page 218—Paragraph 64, lines 6 to 7; read:

Ledge and covered 5 feet, is marked by a lighted buoy 120 yards eastward of the rock. **Nonamesset Shoal**, covered 10

... (BP 181247) 43/04

Page 218—Paragraph 65, lines 5 to 7; read:

Middle Ledge, which ...

(BP 181247) 43/04

Page 218—Paragraph 66; strike out.

(BP 181247)

43/04

Page 218—Paragraph 69, lines 5 to 7; read:

depths ranging from 19 to 62 feet, is at the head of Great Harbor. Shoals covered 5 to 9 feet are northwest of the anchoarge. Good anchorage in depths of 29 to 36 ...

(BP 181247) 43/04

Page 219—Paragraph 75, lines 5 to 8; read:

wharf on the west shore. In 2001, the controlling depth was 16 feet for a width of 150 feet in the channel with 15 feet available in the basin. The east side of the harbor is used as a mooring area for local craft. A depth of 15 feet is available in

(BP 181247; H-11077)

43/04

COAST PILOT 4 36 Ed 2004 NEW EDITION (NOS) 43/04

OS) 43/0<sup>2</sup>

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COAST PILOT 7 36 Ed 2004 Change No. 21 LAST NM 40/04

Page 308—Paragraph 179, lines 6 to 7; read: conspicuous.

(CL 1348/04) 43/04

Page 308—Paragraph 180, lines 4 to 14; read: may be dangerous to small craft.

(CL 1348/04) 43/04

Page 308—Paragraph 183, lines 2 to 4; read:

the outer turning basin to Moss Landing Harbor's North Harbor basin; a private yacht club is adjacent to the basin. In September 2004, the reported controlling depth was 10 feet, thence the North Harbor basin had depths of 10 to 16 feet.

(CL 1348/04) 43/04

Page 376—Paragraph 84, line 4; read:

small jetty, with a light off the seaward end, is on the S side of the entrance. A fixed highway ...

(LL/04) 43/04

Page 377—Paragraph 86; insert after:

#### **Coast Guard**

The Noyo River Coast Guard Station is located on the S bank of the river, just below Noyo Basin. The station monitors VHF-FM channel 16 or can be reached at 707-964-6612.

A Storm Warning Flag System consisting of a series of square flags and triangular pendants, will be displayed on a pole that is located on the SW end of the Noyo River Coast Guard Station dock and will be visible to mariners from both directions. The flags will indicate that winds and/or sea conditions forecast for the area may pose a hazard to boaters. A small-craft advisory, a RED triangular pennant, will be displayed when winds in the range of 20 to 33 knots, or seas of 6 feet or greater, are forecast. A gale warning, two triangular **RED** pennants, will be displayed when winds in the range of 34 to 47 knots are forecast. A storm warning, a square **RED** flag with a square BLACK center, will be displayed when winds over 47 knots are forecast. Flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases, mariners should rely upon National Weather Service Broadcasts as their primary source of government provided weather information.

The lower section of Noyo River is the principal ... (CL 1377/04) 43/04

Page 377—Paragraph 87, line 12 to Paragraph 88, line 1;

The phone number for the Noyo Basin Harbormaster is 707-964-4719.

From Noyo River, for 0.7 mile to Fort Bragg, the ...  $(CL\ 1377/04)$  43/04

Page 389—Paragraph 283, line 1; read:

St. George Reef Lighted Whistle Buoy 2SG ... (LL/04)

43/04

COAST PILOT 9 22 Ed 2004 Change No. 5 LAST NM 41/04

Page 190—Paragraph 858, line 4; read:

in midchannel is 5.1 fathoms, but it and the broken ground ... (H-10968; BP 179140) 43/04

Page 254—Paragraph 252, line 4 to Paragraph 253; read: marked by a lighted bell buoy.

(H-10912; BPs 173529-30)

43/04

Page 259—Paragraph 302, lines 5 to 6; read: with rocks on either side.

(H-10912) 43/04

Page 266—Paragraph 411, lines 4 to 6; read:

miles to the SW. In June 2004, a shoal area with a depth of 4  $\frac{1}{2}$  fathoms was 1.8 miles W of Ship Rock in 56°59'40.8"N., 153°25'50.1"W.

(DD 5261) 43/04

Page 287—Paragraph 779, line 2; read:

of Harvester Island. Depths inside the bay are 7 to 38 ... (H-10965; BP 181753) 43/04

Page 287—Paragraph 779, lines 6 to 7; read:

large pier and a large cannery are on the W side of the spit that separates Larsen Bay from Uyak Bay. The pier, built over the shoal water, is 1,190 feet long and has a depth of 12 feet at its outer end. A 3-ton crane is on the pier. Water is available through a pipeline during summer months only. Gasoline, kerosene, and diesel ...

(H-10965; BP 181753; NOS/04) 43/04

Page 287—Paragraph 780, line 11; read:

of a building. This channel has a least depth of 3.7 fathoms

(H-10965) 43/04

Page 287—Paragraph 781, line 9; read:

the harbor range from 1.5 to 2.7 fathoms. (H-10965; BP 181753)

43/04

Page 287—Paragraph 783, line 2; read:

reef marked by a light on the N side and the 20-foot ... (H-10965; LL/04) 43/04

Page 287—Paragraph 783, lines 6 to 9; read:

between Daybeacons 2 and 3. Maintain course **291.5** until 400 yards from Larson Bay Range Front Light and turn left to **245** for 0.5 mile, then haul S and ...

(H-10965; BP 181753; LL/04) 43/04

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# **COAST PILOT 9 (Continued)**

Page 288—Paragraph 789, line 4 to Paragraph 790; read: agent/vessel.

(NOS/04) 43/04

Page 295—Paragraph 36, line 2; read:

Ugyak, has depths as great as 63 fathoms and extends ...
(H-10973; BP 181249)
43/04

Page 296—Paragraph 39, line 7; read:

Island in 11 to 23 fathoms. Mariners should note that ... (H-10973; BP 181249) 43/04

Page 296—Paragraph 42, lines 9 to 11; read: tides.

(H-10974; BP 177499; NOS 16603) 43/04

Page 299—Paragraph 78, lines 3 to 6; read: shoreline in a series of bare slides, bluffs, and cliffs.

(H-10980; H-10977; BP 183785;

BP 176388; NOS 16375) 43/04

Page 324—Paragraph 445, line 4; read:

Androncia and Popof Islands except two shoals. In June 2004, a depth of  $6\frac{1}{2}$  fathoms was about 1 mile E of Popof Island in  $55^{\circ}19'16.6"N.$ ,  $160^{\circ}17'34.1"W.$  and a depth of 7 fathoms was in  $55^{\circ}19'01.2"N.$ ,  $160^{\circ}17'53.6"W.$  Temporary anchorage ...

(CL 865/04) 43/04